


- A. REMOVE EXISTING SIGNAL HEADS, AND FURNISH AND INSTALL NEW SIGNAL HEADS & SIGNS AND TETHER WIRE AND ADJUST SPAN AS SHOWN. (NOTE: SIGNALS 3,4,7 AND 8 SHALL BE INSTALLED AT EXISTING SIGNAL HEAD LOCATIONS).
- B. REMOVE SIGNAL HEAD, FURNISH AND INSTALL NEW SIGNAL HEAD AT EXISTING SIGNAL HEAD LOCATIONS, RAISE SPAN FOR SIGNAL HEAD CLEARANCE AS NEEDED, AND INSTALL SIGNS AND TETHER AS SHOWN.
- C. FURNISH AND INSTALL SPAN WIRE, SIGNAL HEAD AND TETHER AS SHOWN.
- D. FURNISH AND INSTALL SIGNAL HEADS, AND TETHER AS SHOWN.
- E. INSTALL 6"x30' LOOP DETECTOR, ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE
- F. FURNISH AND INSTALL 1" GALVANIZED STEEL CONDUIT FOR DETECTOR WIRE SLEEVE.
- G. USE EXISTING HANDHOLE.
- H. USE EXISTING CONDUIT.
- I. WIRE EXISTING CONTROLLER AS NEEDED.
- J. FURNISH AND INSTALL 24" WHITE HEAT APPLIED PREFORMED PAVEMENT MARKING TAPE (STOP LINE).
- K. INSTALL 6" x 10' LOOP DETECTOR, ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE
- L. FURNISH AND INSTALL MICRO-LOOP PROBE SET.
- M. FURNISH AND INSTALL 1 IN. LIQUID-TIGHT, FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE)
- N. ABANDON LOOP DETECTOR OR MICRO-PROBE SET
- O. FURNISH AND INSTALL 24" WHITE HEAT APPLIED PREFORMED PAVEMENT MARKING TAPE (STOP LINE) GRIND EXISTING STOP LINES AND INSTALL NEW STOP LINES AT EXISTING LOCATION.
- P. FURNISH AND INSTALL 5" WHITE HEAT APPLIED PREFORMED THERMOPLASTIC PAVMENT MARKINGS.
- Q. INSTALL SIGN ON 4" X 6" WOOD SIGN SUPPORT.
- R. REMOVE SIGN AND SIGN SUPPORTS THEN INSTALL NEW SIGN AT EXISTING LOCATION ON 4" X 6" WOOD SIGN SUPPORTS.
- S. FURNISH AND INSTALL HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW.
- T. FURNISH AND INSTALL HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LETTERS.

REVISIONS		APPROVALS		 MARYLAND DOT - STATE HIGHWAY ADMINISTRATION <i>Office of Traffic & Safety</i> TRAFFIC ENGINEERING DESIGN DIVISION US 40 AT MARIOTTTSVILLE ROAD			
		<div style="border: 1px solid black; padding: 5px; text-align: center;"> ORIGINAL ON FILE </div>					
		ASST. TRAFFIC ENGINEERING DESIGN DIVISION		<div style="display: flex; justify-content: space-between;"> <div> DRAWN BY: J. GORDON CHECKED BY: J. GORDON SCALE: 1"=20' DATE: 9/25/79 </div> <div> F.A.P. NO. N/A S.H.A. NO. N/A COUNTY: HOWARD LOG MILE: 13004.013.32 </div> <div> TS NO. TS-1622E T.I.M.S. NO. D700 </div> </div>			
		ASST. DISTRICT ENGINEER, TRAFFIC					
		CHIEF TRAFFIC ENGINEERING DESIGN DIVISION		<div style="display: flex; justify-content: space-between;"> <div> DRAWN BY: J. GORDON CHECKED BY: J. GORDON SCALE: 1"=20' DATE: 9/25/79 </div> <div> F.A.P. NO. N/A S.H.A. NO. N/A COUNTY: HOWARD LOG MILE: 13004.013.32 </div> <div> TS NO. TS-1622E T.I.M.S. NO. D700 </div> </div>			
		DIRECTOR, TRAFFIC & SAFETY					
(E) ADDED E/P MAIN LINE & SIDE STREET SPLIT XX4005495 4/7/00 DLA <i>W. HARRIS</i>				SHEET NO. 2 OF 3			
(D) ADDED THIRD SIGNAL TO MAIN LINE & REVISED SIGNING 5/98 DAZ							